

## SILENT KNIGHT IS NEW MOTOR

Browning Auto Manager  
Says Sleeve Valve Plan  
Gives Satisfaction

The Willys-Knight manufacturers are putting out a Sleeve Valve motor car," says Frank Browning, manager of the Browning Auto company of Ogden, distributor of the Willys-Knight and Overland cars, "and it is giving entire satisfaction all over the country. The motor is designated in motordom as the 'Silent Knight.' In an actual demonstration these motors ran 132 hours—5½ days—pulling more than the rated horse-power—33 per cent more—at only moderate speed, too. During all that time neither motor missed a single 'shot.' It has been called 'the motor that always runs.'"

At first the "Silent Knight" motor was run by itself. Next, the motors were mounted on completely equipped touring cars and driven 2,000 miles over Brooklands track at the rate of 42 miles an hour. When the final test was completed, it was found that the larger motor had actually gained three horse-power and the smaller one two, bearing out the claim that the sleeve-valve motor actually did improve with use. This demonstration was made in England. "In this motor there are no valve troubles. The valve-setting is fixed. It is accurately and perfectly determined in the engineering design. It stays right and never needs adjustment. This is why the motor always runs and runs smoothly. There can be no leakage of compression through the sleeve-valves for they are not even called on to hold compression. The film of carbon which forms on the sliding sleeves only seals compression more securely. Power increases along with increasing smoothness of operation and the motor improves with use."

"This motor in the Willys-Knight car has been tried out in the Rocky mountain region and found equal to every occasion."

## TAKES CHARGE OF OGDEN PLANT

Former Idaho Man Becomes  
Manager of Willard Ser-  
vice Station

After having spent a number of years in Jerome, Idaho, C. W. Trounson stepped out, looking for a new field of operation. He came to Ogden, and recognizing its importance as a commercial and manufacturing center, concluded to go into business. He has taken up a permanent residence in Ogden and moved his family here.

Mr. Trounson has taken the management of the Ogden Auto Service company at 2452 Grant avenue, making a specialty of handling Willard batteries in connection with other automobile accessories. He is well pleased with Ogden and feels that it is a good place for brisk business operations, stating that he hopes to maintain the splendid reputation of the Willard Service Station and advance with other business interests of the city.

### SPEED RACE IN AIR

PARIS—Sadi Lecointe, famous French air pilot, has accepted the challenge of "Jimmy" James, British winner of last year's air derby, for an airplane race at the London air station, Croydon. James recently attained a speed of 212 miles an hour.

## 'GORILLA MAN,' REFORMED BY BRAIN OPERATION, TELLS WHY HE KILLED

BY ROY GIBBONS

STATESVILLE, Ill.—Benjamin Bucker, once a "gorilla man" and "demon killer," whose lust to crush out the lives of those he hated with his powerful hairy hands made him a prison guard's quack with fear, today is an upright man and a model prisoner.

Bucker's plea for a pardon now is before the State Board of Pardons. He may soon leave the new penitentiary here where he's serving a life term for murder and take his place in honest society as a teacher.

### SURGEONS BRING CHANGE

This change was wrought almost overnight by the magic of the surgeon's knife.

Prison doctors learned that a large caliber bullet was lodged in the left lobe of Bucker's brain, unknown to Bucker. It had been there 25 years.

Physicians decided to remove the lead pellet. They prepared the operating table.

A cursing, kicking, evil-eyed "gorilla man" was subdued by the fumes of ether.

And when the ether fumes died away a calm, contented prisoner came to consciousness on his white hospital cot.

### BECOMES DOCILE

The incorrigible prisoner of old—the man guards feared to cross—became a docile, easily handled prisoner. Then, on the strength of his surgical reformation, he begged for a pardon.

Of Bucker's past life he remembers little.

He knows that he was born in Calahoula Parish, La., 40 years ago, that he had no trouble with the police as a boy.

At 15 he was working in Memphis, Tenn. One night, he dimly recalls, a fight took place. Maybe he was a participant, maybe a bystander.

Anyway, when he regained consciousness in a hospital, attendants told him he had been shot several times. They said they had removed all the bullets.

### ONE BULLET FORGOTTEN

But they'd forgotten one—the one lodged in Bucker's brain.

In a daze Bucker wandered far and wide throughout the country. The unembedded bullet had dropped a curtain between the lobes of his brain.

Sometimes a gray mist would rise before his eyes. He could think of nothing but evil.

And he would kill—crush with his big, hairy hands!

It was in that way that he killed Ashley Thomas, a fellow workman, at Watake, Ill., in 1906.

The state couldn't hang him for it because it couldn't prove a motive. So Bucker was sent to the penitentiary for life.

Then came the operation. And now—perhaps a pardon.

Bucker wants to be a teacher. He says he's well enough educated to become one.

### HIS OWN STORY

Benjamin Bucker's own story of how it feels to be bad:

When I went bad I cannot say exactly—it must have been 25 years ago. I suddenly lost memory of my identity. I wandered all over the country. My brain at times was racked with pain. I had terrible fevers.

At night things seemed to snap inside my brain. A thin curtain would drop and I could think only of evil and crime.

When these evil spells seized me I saw grayish white before my eyes. Sometimes I felt I wanted to be good. Then the curtain was green.

Today green rests me. But when I see white, I am seized with fear.

### HOW IT FEELS TO BECOME GOOD

When I saw the record accusing me of murder, I cried. Never until my operation did I know I'd committed a crime.

After the operation I felt that some heavy weight had been lifted from



This is a sketch of Benjamin Bucker made in the Illinois Penitentiary where he's serving a life sentence for murder. Below is a diagram of Bucker's brain. A—shows right lobe; B—left lobe. Note embedded bullet, which was removed by surgeons.

my brain. I lay on my cot and watched the prison guards passing.

The removal of the weight on my brain seemed to permit me to think.

Before it seemed that my thoughts ran up against some barrier and stopped.

Now when I think of evil, the thought simply won't pass through my brain.

Before it seemed that my thoughts

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## JOYRIDING OF BUSINESS OVER

Valley of Competition  
Reached in Readjustment  
After War Days

By A. R. ERSKINE

President of the Studebaker Corporation.

Business must confess that the joyriding days are over. From the dizzy heights of unhealthy inflation, those successful in descending now find themselves in the valley of competition.

An era wherein production exceeded demand and buyers are more discriminating has replaced the sellers' market of the war period and hence keen rivalry for business inevitably results. Business can expect neither the volume nor the prices upon which it lately flourished, but must be content with considerably less, although it is not immediately threatened with the short rations of pre-war days. Business in some cases may do better, but if the average volume this year doubles the volume of 1914 at somewhat higher prices, the country will doubtless be satisfied, and it will not be an unhealthy situation, because consumers will be the beneficiaries.

PRODUCTION CAPACITY EXCEEDS DEMAND.

By reason of surplus plant facilities created during and immediately after the war, production capacity ex-

ceeds current demand in a number of our important industries, which means that considerable plant capacity will remain idle. The shifting process that has been going on as between producers for the past eighteen months will continue throughout next year, but this does not mean that the total business will not exceed 1921, which it is certain to do because of the substantial betterment of general domestic conditions and the improved outlook for export trade. In the automobile industry, companies with ample facilities for economical production, which offer best values in motor cars, will have nothing to complain of in their volume of business. The imperative necessity confronts all producers to eliminate excesses, reduce costs and increase efficiency all along the line, because inefficient producers will have difficulty in marketing their products.

The automobile industry is a standard, established business, which suffered no greater curtailment last year than other industries. It, in fact, showed less decline than several supposedly more staid industries. The widespread and ever increasing use of automobiles insures progressively expanding demand for motor cars in domestic and foreign markets, and it is probable that a minimum of 1,500,000 automobiles will be produced and sold by the industry this year.

PRESENT DAY CARS ARE GREAT.

Automobile manufacturers generally have devoted much attention to the development and improvement of their products and to the reduction of costs, with the result that present day cars at prevailing prices offer greater intrinsic values than have hitherto been possible in the industry. It is impossible to compare the cars with those of pre-war days, because of the marked improvements in design and quality that have been made.

A few exceptions, no manufacturer are producing the same cars they produced before the war, and hence price comparisons cannot justly be made. Speaking generally, present prices are pretty close to pre-war prices, and intrinsic values, as stated, are greater than ever before.

The impetus which business has received from the results of the work accomplished by the statesmen at Washington is already felt in the automobile industry. It is not too much to say that a new era of international friendship, trade relations and confidence is spread before us. Statesmen of far vision have quieted international suspicions, have removed all possibilities of international conflicts, and have made tax reductions possible for the benefit of business and the people generally. With political problems solved, it is up to business men and financiers to adjust domestic and international problems of a business nature, and they will not be found wanting in ability to succeed in this great opportunity.

# WILLYS-KNIGHT

At a Low New Price of

**\$1375**

This car of refinement and quality is now within the means of those who have considered such a car beyond their hopes

It combines, in addition to the advantages of other fine cars, all of the advantages of the Knight type sleeve-valve motor.

This Willys-Knight motor actually improves—grows more powerful with use—a quality which distinguishes it from all other motors.

It requires no adjustments. It is more flexible—and it always operates quietly.

It is more powerful than any other motor of equal size, and because of this, the Willys-Knight car consumes less gasoline than any other car of equal power and weight.

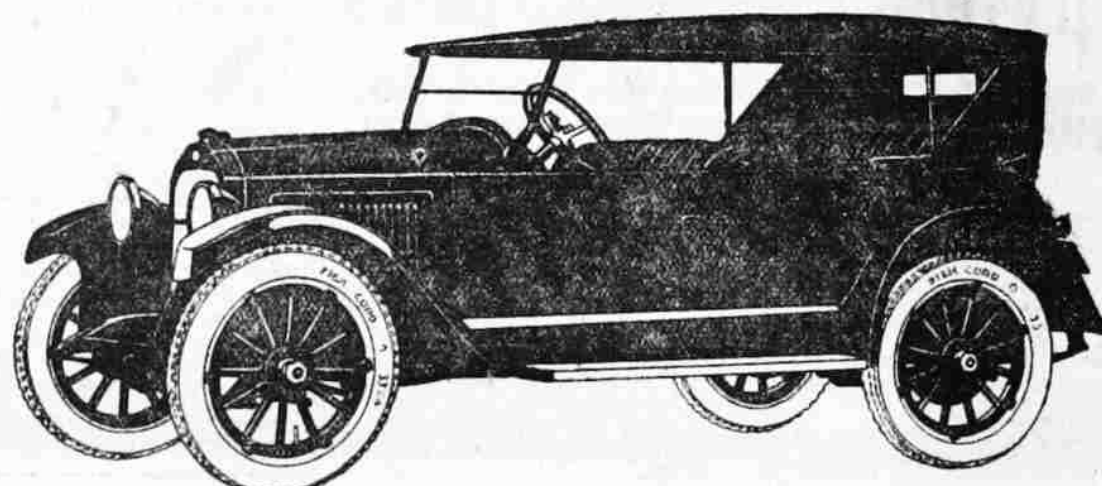
These important advantages added to the beauty, economy, road comfort and extraordinary long life of the Willys-Knight car explain the enthusiasm of more than 50,000 owners.

Touring reduced \$150; now \$1375. Roadster reduced \$125; now \$1350.  
Coupe reduced \$320; now \$1875. Sedan reduced \$300; now \$2095.  
J. C. B. Toledo

The Willys-Knight Motor Improves With Use

BROWNING AUTO COMPANY

2450 Grant Avenue. Phone 2281.



time he wants to make a turn he has to run around the block.

In Spain it is a serious matter to drive a motor car, for in addition to a minimum age limit of 18 and a maximum of 60, the applicant must furnish a good conduct certificate, delivered by the mayor if he is a native and by the consul if he is a foreigner, and a doctor must certify that his eyesight, hearing and general health are good, he must be acquainted with Spanish road regulations and must know how to drive.

MUST GET PARENTS' CONSENT IN SPAIN.

In addition to this, minors must have the consent of their parents and married women the consent of their husbands.

In Denmark one must attend a motor school for a prescribed period and show a certificate of attendance and proficiency. The license is good for five years and the applicant must take out an insurance covering third party risks; motorists touring through Denmark from other countries must take out a similar insurance.

In Great Britain it is simply necessary to register, while in Belgium there is absolutely no restriction—anyone, man, woman or child, may drive a motor vehicle.

DRY LAND DREDGING FOR GOLD IS TRIED

EUGENE, Ore., March 18—Experiments on dry land dredging for extraction of gold are being carried out on an extensive scale near the town of Rogue River in southern Oregon. Principles heretofore attached only to water dredging have been adapted by J. S. Taylor, a pioneer in the mining business, who is in charge of the work.

Under this plan the land will receive practically the same treatment accorded it under river dredging. A long drag line, attached to an electrically equipped hoist, 50 feet high, carries a bucket of one yard capacity, picking up material from all points within a 600-foot radius.

The sand and gravel is screened

and the coarser material sent through a hopper, reducing it to sand. All magnetic properties in the sand will be removed. It is estimated that a 40 per cent waste of free gold under water dredging and placer methods will be eliminated.

Title to 525 acres of land, lying in a strip four and a half miles long and lying between the Southern Pacific railroad tracks and the Rogue river, has been obtained, and the entire tract will be land dredged.

LIVE SHELL NEAR FIRE

NATUNHAM, Eng.—A four-inch live shell was found in the destructor works here just before it, with other waste material, was to be fed into the furnace.

PROBES STOCKING 'RUNS'

LONDON—R. G. Parker, scientist, has been employed by the National Federation of Launderers to investigate the causes of "runs" in stockings. Fraying of collars also will be investigated.

# H U D S O N

Super-Six

Always the Sales Leader  
Always First in Value

**\$1695**

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OTHER PRICES  
7-Pass. Phaeton . . . \$1745  
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Limousine . . . \$3495  
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Ogden Motor Car Co.

There is no sharing of real leadership.

Since it was brought out more than six years ago, the Hudson Super-Six has led fine car sales without interruption.

That expresses how surely and consistently it has always given greatest value for the price asked.

Today Hudson offers the finest Super-Six ever built. That is a broad declaration, for past Super-Sixes have in every way deserved the wonderful position they won.

But we know the character of performance and quality in the present Super-Six will readily gain your assent to its supremacy.

Perhaps you will agree, too, that at \$1695 it is the greatest automobile value ever offered.

No Mystery About This—

It is not some mysterious rubber compound which makes Gates. Tires deliver their extra mileage.

A dozen or more of the leading tire factories have access to the same rubber and the same fabric that we use.

But Gates Super-Tread Tires are built with a tread that is wider and thicker. More rubber to wear, more rubber to protect the fabric—that's the one secret and that's why they are giving more miles.

## AUTO TROUBLES IN OTHER LANDS

American Motorists Have  
Easy Time Compared to  
Some Others

Troubles of American motorists are few and far between and relatively simple when contrasted with the rigamarole which some drivers abroad must indulge in before they can sit behind the steering wheel and listen to the rhythmic tick of a well-tuned motor.

Take France, for instance. The applicant begins by paying a 20 franc tax, makes a formal application on stamped paper, and has to submit to a practical examination. This may consist of an hour's drive through Paris traffic or a 10-minute run over a deserted national highway, in accordance with the whim of the inspector.

Once obtained, the license is good forever, unless withdrawn for some serious fault. But the inspector has the right to limit the power and type of vehicles which the applicant is qualified to drive, and may even limit him to a single make, if he feels that the applicant is not adept enough to drive any and every machine that is likely to be met with.

LICENSE LIMITED IN JAPAN.  
In Japan, the first license the applicant gets permits him to drive forward, but not to reverse; it is not until he has demonstrated fully his prowess that his final license is obtained which permits him to use his reverse gear. In the meantime, every

M. W. Miller

Agent For

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